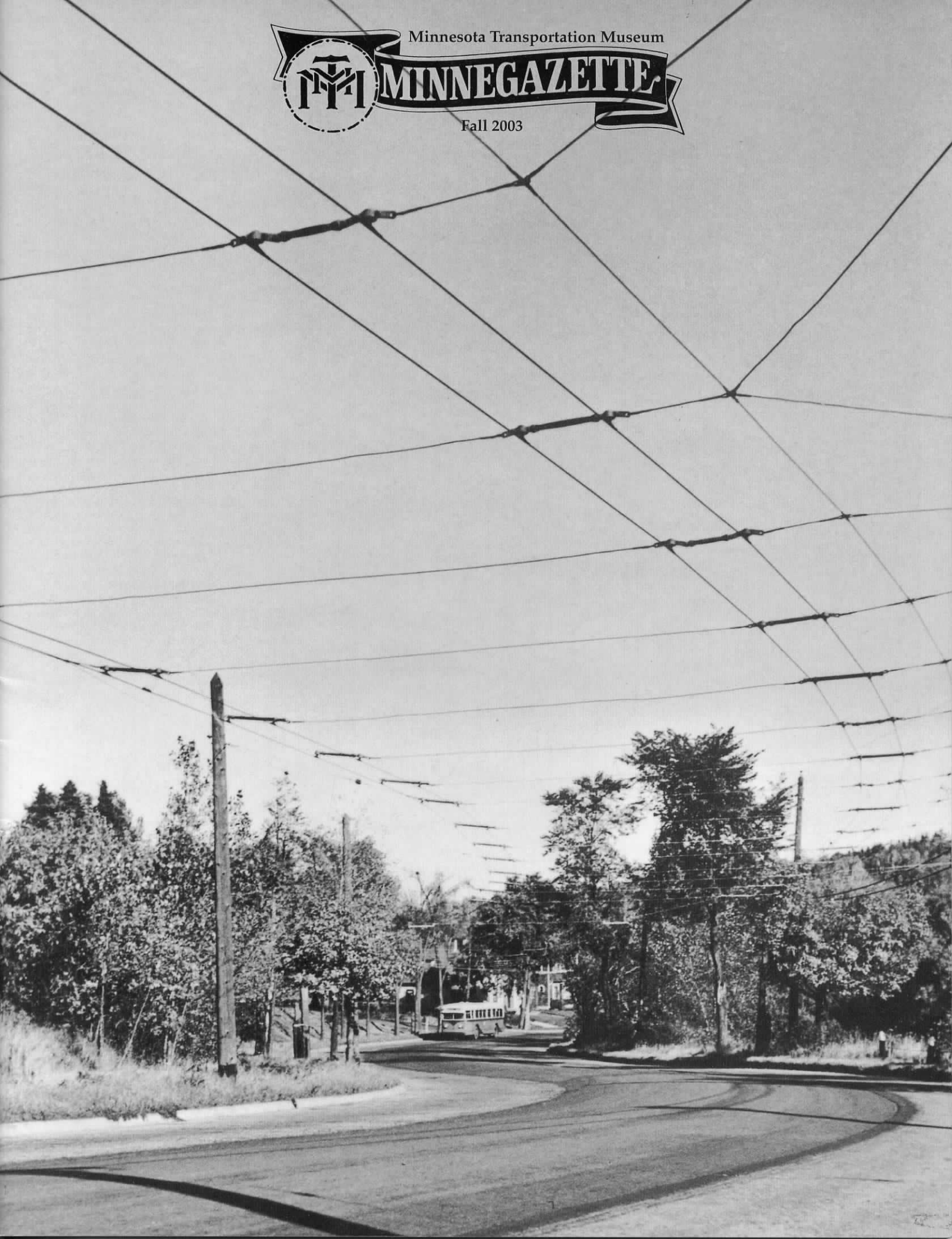








Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

193 Pennsylvania Avenue East
St. Paul, MN 55101
Vol. 34, No. 4

EDITORIAL STAFF

Aaron IsaacsEditor
3816 Vincent Ave. So. Minneapolis, MN 55410
email: AaronMona@aol.com
Sandra Kay BergmanProduction Editor

CIRCULATION

The *Minnegazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

**SEND DUES, ADDRESS CHANGES
AND MEMBERSHIP CONCERNS TO**

193 Pennsylvania Avenue East
St. Paul, MN 55101

Public Information
(651) 228-0263

Web site
www.mtmuseum.org

BOARD OF DIRECTORS

Terms expire 2004: **David Gepner, Bob Hawkins,
Peter Johnson**

Terms expire 2005: **Bill Handschin, Scott Heiderich,
Jack Kegel, Michael Miller,
Warren Olson**

Terms expire 2006: **Art Pew, Bill Graham,
Nick Modders, John Senior**

Division Representatives

Traction Division: **Keith Anderson (Vice-Chairman)**
Railroad Division: **Scott Reed (Chairman)**
Roundhouse Division: **Noel Petit**
Lake Minnetonka Division: **Mike Kramer (Secretary)**



Jefferson Lines has restored this over the road 1928 White motor coach. It can be seen at the Jefferson garage at 26th & Hiawatha Avenue in Minneapolis. Aaron Isaacs photos.



Front cover: Duluth was the only Minnesota city with electric trolley buses, which replaced streetcars in the mid-1930s. This scene is on winding Woodland Avenue at St. Paul Avenue, high on the hill above the lake. Northeast Minnesota Historical Center collection. Inside front cover: About 1878, the Hattie May (left) and the Mary occupy the Excelsior dock, as the May Queen steams away into the lake. Minneapolis Public Library photo.

MTM CHAIRMAN'S COLUMN

-Scott Reed

This is my first column as MTM Chairman. I have been a member for many years and active in the organization for the last four years, working at Jackson Street Roundhouse with the Railroad Division. It's a pleasure to work on railroad equipment inside where it is heated. Over the past year, I have enjoyed working with the dedicated MTM members in all of the Divisions. MTM is a very strong organization with a huge wealth of knowledge and skills within the membership.

You may be aware that these are difficult financial times for the museum. Revenue is down and costs are up. The museum is currently in debt and this winter promises to be particularly difficult. If current trends were allowed to continue, at the end of March 2004 MTM would be out of money.

At its October meeting, the MTM Board took drastic but necessary steps to deal with the museum's financial situation. Effective November 10, 2003, all staff persons were furloughed from the MTM organization. Please note that the MTM Board has made the callback of staff contingent on the development of new revenue. Steps were taken to reduce insurance costs. The rented Lake Minnetonka Division office has been vacated.

The organizational leadership of MTM and the Division Superintendents are currently working together to develop a clear forward path to keep MTM a solvent and viable organization. We will be asking all members to make a monetary donation to MTM above their current yearly donation to help the MTM organization through the low income months. We need to fill in the gap of April through June until revenues start coming in from Division operations. The Division Superintendents have made adjustments to the 2003 operating budget and are currently setting up budgets for 2004.

During the month of September, the Finance Committee of the MTM recommended, and the Board approved, that annual dues be increased to \$60. On its face that may seem like a drastic increase. However, it will be cost neutral for anyone who purchased a rider/visitor pass package in previous years. In addition to raising revenue, this change will reduce our administrative costs. The pass system has proved to be confusing and a nightmare to administer. Therefore,



MTM has purchased the body of Fargo & Moorhead Street Railway Birney #28, built by American Car Company in 1923. It may look rough, but the car is in pretty good shape considering its 67 year exposure to the elements on a farm near Moorhead. Ken Albrecht photo.

as part of the increase in dues, each member will be entitled to two adult rides and two child rides at each of the Division sites.

There will be icons on the membership card for each Division. These would be punched on the membership card at the time of their use. The increase in dues will raise some \$5,000 over the next 6 months.

The MTM Finance Committee has developed an excellent Financial Recovery Plan for MTM. It was presented to the MTM Board and approved at the September 2003 meeting. The Plan includes fund raising activities conducted by each Division over the next six months.

All of us are working very hard to move MTM forward and we are committed to continue to be a viable Museum. Please be generous when your Division asks for your help with donations and for physical assistance. We need members and new members to work on a variety of projects at each of

the Divisions. Please encourage friends and neighbors to join MTM and continue to grow the entire MTM organization.

I am very encouraged with the latest developments throughout the MTM organization over the past few weeks. MTM members and staff are stepping forward with positive, constructive, and exciting ideas to move MTM forward through these rough times. I am asking each one of you to continue to volunteer and/or volunteer at one of the Divisions. Please continue to fully support the MTM organization. Changes are hard, but change is necessary. I hope this explains the change. Please feel free to contact me if you have any questions.

TRACTION REPORT

- Louis Hoffman

The Campaign for Como-Harriet

As of September 22, The Campaign for Como-Harriet had raised about \$108,000. That's nearly two-thirds of the goal of \$175,000. But it also means that there's \$67,000 to go before spring when construction starts. As this was written, The Campaign Committee, working with the Traction Committee, was planning to personally contact every Traction Division volunteer, active and retired, followed by a request to every Museum member, for a contribution and multi-year pledge. Another group was starting door-to-door canvassing of our

Leave
A LEGACY





Considerable jacking and blocking was necessary to raise the carbody to flatbed height. Bill Graham photo.
Check out the handsome new sign the Park Board just installed. A similar one has appeared at the Minnehaha Depot. Aaron Isaacs photo.



friends in the Linden Hills community. Others are working with local foundations while yet others are pursuing other funding sources. With everyone's help - volunteers, members, friends and neighbors, and yours - we'll reach that goal and keep the streetcars running.

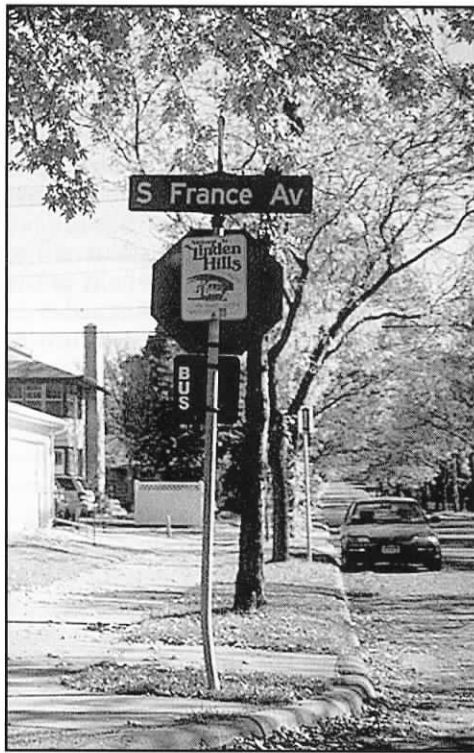
To celebrate the half-way point of The Campaign, a big party was held at the Linden Hills Car barn on August 6 to celebrate not only No. 1300's return to service after a longer-than-expected winter-into-summer restoration but the progress of The Campaign for Como-Harriet. At that point, we were at the \$93,000 mark. About 75 volunteers, members, and friends of the Museum were there including State Representative **Frank Hornstein** and Board Chair **Scott Reed**.

If you haven't made your contribution to The Campaign for Como-Harriet yet, you can send it to The Campaign for Como-Harriet, c/o Bayer's Hardware, 4312 Upton Avenue South, Minneapolis, Minnesota 55410. Any amount is welcome. But we'd encourage you to make a three-year pledge in addition to your donation. For example, if you give \$100.00 now, pledge a total of \$300.00 - \$100.00 now, \$100.00 in 2004, and \$100.00 in 2005. And consider a \$900.00 pledge. Yikes! It does sound like a lot. But over three years, that's only \$25.00 per month! Please don't forget that your contribution is tax-deductible.

We're even offering a premium. All donors will receive the Metro Transit 2004 calendar. Prepared with MTM help, it features vintage photos of streetcars and buses. Metro Transit used to give them away free, but now they sell for \$4.00. So send in that donation now!

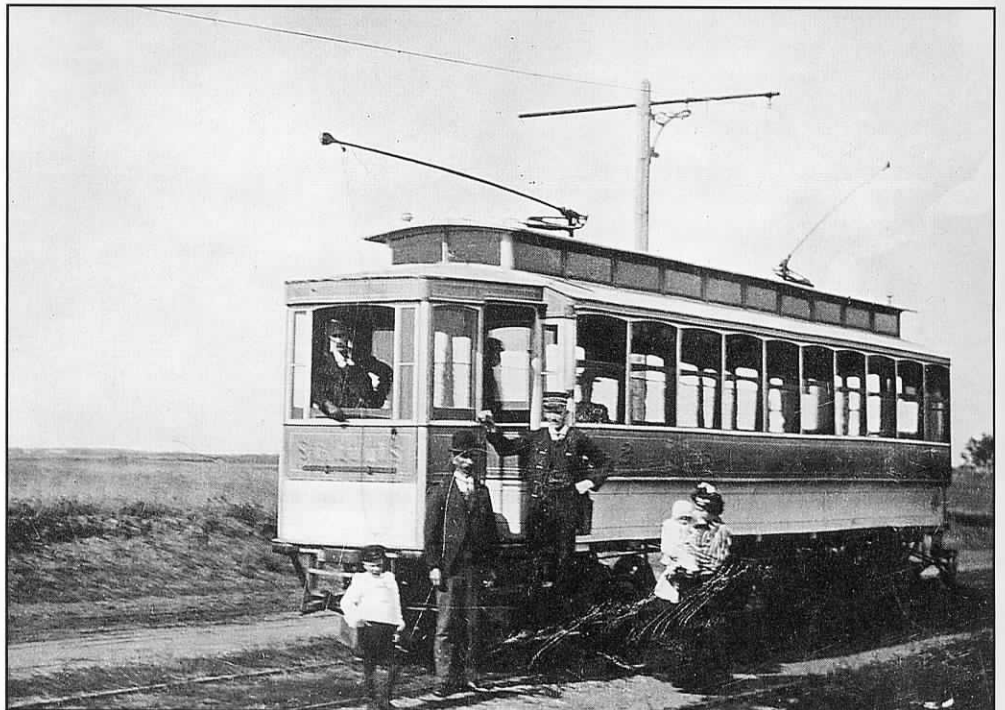
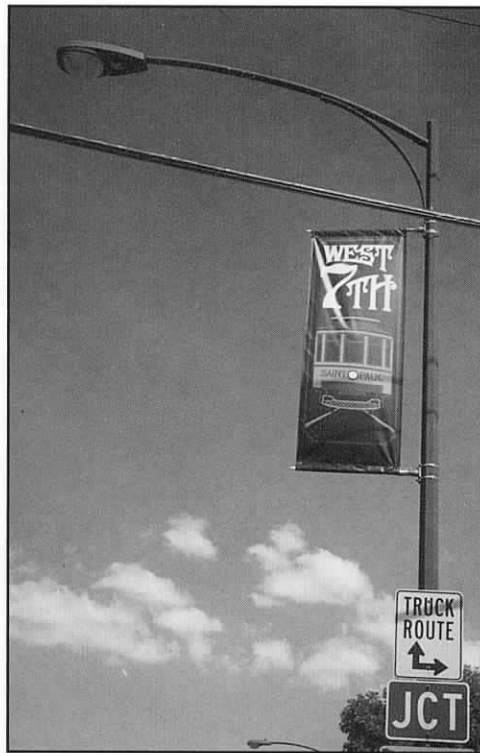
General Services Department Report

On the charter front, business is down slightly but a larger than usual number of charters have been scheduled for late summer and early fall. In fact, as this is written, calls are still coming in. Our telephone sales call to solicit previous customers indicates that many organizations, especially those relying on public funding or charitable contributions, are short of funds for basic programming, let alone extracurricular activities like field trips to the trolley. But the Division's charter staff - Charter Agent **Tom Beaumont** and Charter Crew Caller **Jerry Olsen** - are planning on meeting with the Division's Marketing and Public Relations Committee - **Rod Eaton** and



Clyde Hawkins – as well as General Agent **Louis Hoffman** to plan a campaign to increase charter bookings in 2004. The basic plan will be to reach out to groups and organizations that can provide multiple bookings – chain child care centers, community education, school districts, and the like. We hope to introduce ourselves and our service with a nice package of information and follow up with a personal meeting and a "meet the trolley" day at Como-Harriet. An important part of this, because we'll be focusing on schools and other educational institutions, is developing a curriculum and making the charter experience more than just fun. Are there any educators or others out there who can help with this? Interested in helping in this overall effort? Please contact **Louis Hoffman** at (612) 729-0442 or hamhoff@msn.com.

Until this effort is underway, please remember that you are our best sales force. This year alone, I've generated five charters – our church, our sons' daycare centers, one of their schools, and our neighbor's community education program. All of us are involved in or know of some organization that would love a streetcar charter or are planning an event for which the streetcar would be perfect. A great example is motorman **Mike Helde**, who was married aboard a streetcar! Please, tell your friends, neighbors, relatives, your kids' teachers or child care providers, and your social group activity coordinator about us – if



you need a brochure, pick up as many as you need at the Linden Hills Station or at other Museum sites. Or contact me – I'll send some to you. And consider donating the charter.

For charter information and reservations, please call (651) 228-0263 or visit us at www.mtmuseum.org. Thanks to the hard work of **Wes Barris** and **Dan Lamatsch**, you can now book a charter by e-mail with a direct link in the website to **Tom Beaumont's** e-mail.

On July 11, a group of 49 Traction Division volunteers, Museum members, and friends of the Museum enjoyed a

Streetcars have become a popular neighborhood symbol. All streets entering the Linden Hills neighborhood show #1300 passing under the William Berry Road bridge. St. Paul has decorated the length of West 7th Street with these streetcar banners. St. Louis Park's Sorenson neighborhood has adopted the independent Minneapolis Land & Investment Company's vintage 1893 car. MTM collection.

tour of the a building Hiawatha Light Rail Line, scheduled to open on April 3, 2004 from Hennepin Avenue to Fort Snelling. We visited the Franklin Avenue yard and shops, where we toured this state-of-the-art facility and saw the first light rail vehicle, No. 101A-B-C, drove by all the stations and the two flyovers, and did it in great style aboard TCRT bus No. 1164, ably driven by Classic Bus Division and CHSL volunteer **Phil Epstein**. Thanks to Superintendent **Jim Vaitkunas** for organizing the event (which raised \$530.00 in donations for the Classic Bus Department), to our tour guide, **Bob Vockrodt** of the Hiawatha Project Office, and to the trip participants who purchased \$78.00 worth of Grand Trolley Raffle tickets.

On September 6, we hosted a group of about fifteen members of The Railroad Club of the U of M. Earlier in the summer, **Aaron Isaacs** and **George Isaacs** were the stars of Gopher Rail 2003, the Club's annual fundraising event, presenting programs on Twin Cities streetcar history and light rail transit nationally and internationally. If you're interested in The Railroad Club of the U of M, there's a link in the Como-Harriet section of the Museum's web site.

In the Spring Minnegazette, we reported on discussions about a possible Christmas Santa Ghost Trolley this December. It's tentatively scheduled for Saturdays: November 29 and December 6, 13, and 20 from 12:30 to 4:30 p.m. What's tentative is that we need volunteers. The fare will be \$3.50, \$1.00 for children under age 12 (11 and under), and free for infants not occupying a seat. Details are being planned. As always, because this is a special fundraiser, there will be no free rides for members, volunteers, and pass holders. With respect to the Easter Bunny Trolley, no final decisions have been made. It looks likely that a "go/no go" decision will be made based on what we know, or don't know, about when the TEA-21 track work will be done when we have to make a commitment to plan the Easter Bunny Trolley or postpone it until Spring 2005.

The **Bill and Linda Lundborg**-designed directional signs are in the works. They'll be installed in the spring of 2004 at a number of southwest Minneapolis intersections. These signs are designed with the intent of raising our profile and reminding people in the area that, yes, we're there and why not take a ride soon. To further increase our visibility, after The Campaign for Como-Harriet is successfully concluded, the

"KEEP THE STREETCARS ROLLING" banner on the back of the Linden Hills Station will be replaced with one reading "HAVE YOU BEEN ON THE TROLLEY LATELY?" Finally, on the visibility front, the Park Board has installed one of its nifty new signs for the Como-Harriet Streetcar Line on West Lake Harriet Parkway just north of West 42nd Street. The Como-Harriet Streetcar Line is also included in the Park Board's Grand Rounds Scenic Byway Journey Guide, encouraging park goers to "step back 50 years in time and ride the Como-Harriet Streetcar Line."

We've also received a number of interesting donations. **Bill and Linda Lundborg**, our graphic designers, have donated a Chicago and Northwestern Railway station bench to the Museum. It's in good, albeit rough, shape – quite usable but not quite usable for the public. It'll reside in the basement of the Linden Hills Station until someone can be persuaded to perform the woodwork needed to make it public display quality. Interested? Please let me know. Then, look for it on the platform at the Linden Hills Station.

Finally, **Bruce Thomson** of Triangle Printing at 710 West 40th Street in Minneapolis (just west of Lyndale) graciously donated the reprinting of the Traction Division's Charter Worksheets, a four-part form used to coordinate

scheduling charters, our Trip Sheet, which is used to track crew assignments, passenger counts, and token counts, the charter promotion flyer sent with the summer Minnegazette, and The Streetcar Search, the new educational booklet for kids available in the Linden Hills Station since mid-August. Mr. Thompson, when I stopped in to place our order, mentioned that he remembers the original Como-Harriet route as a child growing up in the Morningside neighborhood of Edina and that his family has fond memories of our Como-Harriet Line. Many thanks for all these kind and generous donations! Please remember Triangle when you have printing needs – and identify yourself as a Museum member.

The Metro Transit calendar has returned for 2004. Prepared by Metro Transit staff, including **Aaron Isaacs**, the calendar has featured vintage streetcar scenes each year. Although very popular, it was the victim of a financial crunch and did not appear last year. This year it is being sold for \$4.00. Because MTM contributes the historic photos, we receive 100 free copies, which we're giving as premiums to campaign for Como-Harriet donors. This year's calendar features then-and-now shots of the transit system. For example, the intersection of 5th & Hennepin is shown in 1953 with a

Ken Luebeck and Phil Epstein with North Suburban Lines #99, originally Twin City Lines #1303.





All three cars were rolled out for the Como-Harriet fund raiser event.

streetcar boarding passengers, and today with the LRT station under construction.

Mechanical Department Report

In the Spring Minnegazette, we reported our hope that No. 1300 would be in service in time for Member's Day in mid-June. As the Editor has often noted, it's dangerous to say such things

because, invariably, something happens that results in what's printed being wrong by the time you see it. That's the case with No. 1300's return to service. During the work previously reported upon, crews discovered worn bearings. Despite the cost and time involved in replacement, the decision was made that it'd be better to do it now, when everything was taken apart,



Volunteers assembled for a group portrait. Bill Graham and John Prestholdt photos.

than to postpone it. Thus, No. 1300 didn't return to revenue service until late July. But it was worth the wait. Weekend-only service continues through Sunday, November 30 from 12:30 to 5:00 p.m. (November service weather permitting).

The "Friends of the Como-Harriet Streetcar Line" purchased Fargo and Moorhead Street Railway No. 28, an American Car Company Birney streetcar built in 1923. **Dave French** noticed that it was for sale on eBay. There was quite a bit of e-mail chatter about the wisdom of adding to the Museum's streetcar collection at a time of tight finances and discussion of thinning out the Museum's overall collection. But, because of the rarity of this streetcar (the only known streetcar from the Fargo-Moorhead system and one of only two known Birneys to have run in Minnesota that still exist) and the need to act quickly (it was on eBay and the seller's timetable didn't fit into the schedules of the Collections Committee and the Board), a group of Traction Division volunteers banded together and acquired it for \$910 FOB somewhere in southwestern Minnesota. The "Friends" are **Ken Albrecht, Wendy Dunham, Mike Miller, Aaron Isaacs, Bill Graham, Carl Wessel, Louis Hoffman, Russ Olson, John and Kathy Prestholdt, and Jim Vaitkunas**. Any surplus from the acquisition and transportation costs will go into the Streetcar No. 28 restricted fund in the Traction Division Special Account. This streetcar was donated to the Museum by "The Friends" at the



August Board meeting and will add to the diversity of the Museum's representative collection of Minnesota streetcars. At press time, the plan was to remove it from the former owner's property by November 1 and store it in **Ken Albrecht's** machine shed in North Mankato. Thanks to Ken and to **Jim Vaitkun** who handled the purchase.

The sum total of what we know about this streetcar is contained in Russell Olson's Electric Railways of Minnesota. Number 28 was acquired in 1923 as the final phase of a modernization of the property undertaken by the line's owner, Northern States Power Company. NSP acquired the line with its 1916 acquisition of the Consumers Power Company. In 1920, the NSP management bought fifteen double-end, single-truck Birneys from the Cincinnati Car Company with Cincinnati 139 trucks. They were numbered from 12 to 14 and 16 to 27. No. 28 was acquired from American three years later equipped with a Brill 79E1 truck. A photograph of No. 16, one of the Cincinnati's, in ERM that was taken on March 4, 1924 shows it with a Twin City Lines' type fender. Whether No. 28 was so equipped is so far unknown. From that picture, it also appears that the cars were painted in a two-tone scheme—contemporary accounts refer to a "Kodak yellow" basic body color. The Moorhead local lines were discontinued on June 30, 1937. The Fargo-Moorhead-Dilworth route closed on July 2, 1937, and the final Fargo route, the South Side Loop, shut down on August 21, 1937.

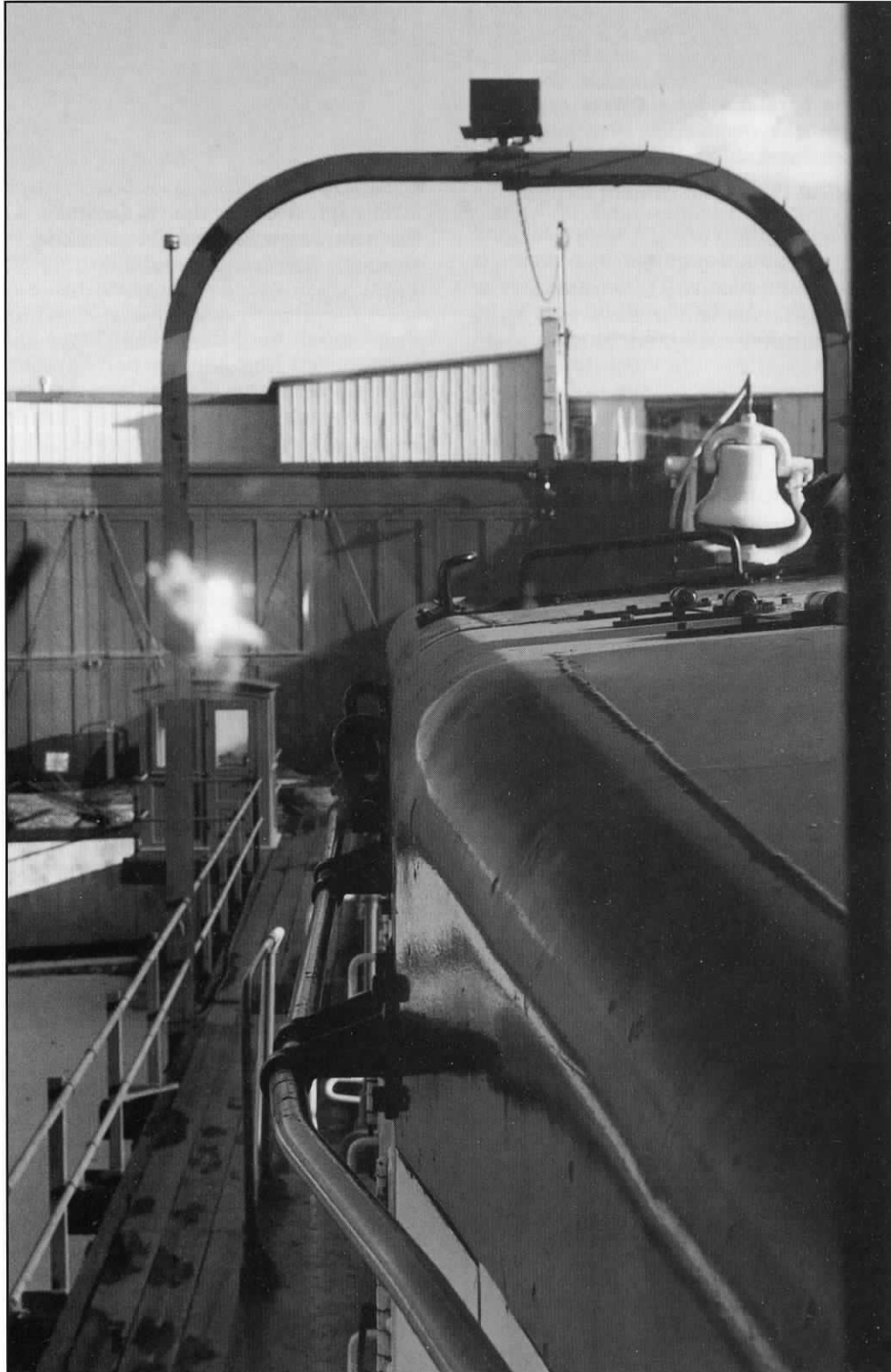
Personnel Department Report

New operators for 2003 are **Mike Helde**, **Kirsten Jacob**, and **Erik Schwartzkopf**, **Wendy Dunham**, former operator **Rick Krenske**, and former station agent **Ashley Todd-Partridge** have joined – or rejoined – us as station agents. Welcome!

With the resignation of **Dave Culver** as Superintendent, the plans for reorganization of the Department reported on in the Spring Minnegazette are on hold. Longtime volunteer **Greg**

Taylor has agreed to serve as Superintendent, assisted by **Dave French**. They'll be reevaluating Dave's plans and planning the 2004 recertification and training program. Also at issue is the ability to put an overhauled Department and recertification and training program in place with the possibility that recertification and training will have to be wrapped around the TEA-21 funded construction work. Stay tuned for more information.

The view from the cab of Andersen Windows #1011 as it rides the turntable at Jackson Street. Louis Hoffman photo





Steam Foreman John Oliver regularly explains the steam restoration projects to Jackson Street visitors. Louis Hoffman photo.

Physical Plant Department Report

Work on the TEA-21 engineering and the government-required documents is progressing nicely. At this time, we're hoping that MnDOT will be able to let bids during the fall bid letting window. This will allow the work to be done next spring, when we can expect to get lower bids and, thus, more work for our money. Although operator recertification and training will have to work around construction, it'll be worth it to save money, expand the scope of the project, and avoid conflicts with our largest fundraiser – the Halloween Ghost Trolley. It may also affect tentative plans for the Easter Bunny Trolley in 2004.



MTM's latest acquisition is Colorado & Southern SD7 #6234, donated by Burlington Northern Santa Fe, and shown taking its first ride on the Jackson Street Roundhouse turntable. Burt Foster photo.

Minnehaha Depot Update

Although the Minnehaha Depot has been moved from the Traction Division to the Operations Committee, we did want to make sure that one bit of Princess Depot news was reported. This year's Minnesota Historical Society brochure for the Depot (some members may be unaware that MHS owns the Princess and the Museum operates it) features the smiling face of the late **Bill Marshall**, a Princess Depot fixture for many years, sitting in the Depot's ticket window. Bill's death was reported in the

Spring Minnegazette. And, as noted earlier, the Park Board's Grand Rounds Scenic Byway Journey Guide includes the Princess as one of the highlights of the Minnehaha Byway District. In addition, the Princess sports a one of the Park Board's nifty new signs.

RAILROAD DIVISION REPORT

-Dick Kolter

Something new in our operation this summer has been the simultaneous operation of two trains when we have a brunch train scheduled. Brunch trains are a twice a month addition to the schedule this year and operate on Sunday mornings. Departure of the brunch train is scheduled one hour before the regular 11:00 AM Marine trip, which allows it to move west past Marine and then return to Marine in time for a meet with the regular train at that point. The brunch train then returns first to Osceola, discharges passengers, and moves off of the main before the regular train completes its Marine trip. Brunch trains this year have been quite successful financially, but have not been at capacity. We are looking at marketing this more extensively next year. This summer we also had dinner trains and pizza trains on a schedule similar to previous years.

The Great Northern Railway Historical Society's SD45 #400 takes its turn on a Bay D display track. Ken Luebeck photo.



Preliminary accounting for the food trains indicates that a net profit of over ten thousand dollars will be realized by the end of the season. **Bill Pfannes** has taken the lead again this year in the food train operation and can usually be found on any of the trains using business car A-11, the car in which we serve most of the food. Our suppliers for the food have been the Pizzeria and the Adventures Café. Adventures Café has helped in marketing by offering some package deals that include our train trip and a motel room.

On line ticket purchasing

Another new feature for the Railroad Division this year has been Ticket-Web, which is a computerized, Internet, system for purchasing tickets. **Dan Lamatsch** worked hard to set this up and see to it that it wasn't an expensive option for us. As of the first part of September about \$2500 had been realized from this system. Most of the costs of buying tickets through the Internet is born by the purchaser, with the Railroad Division only having to pay the credit card fees of about 2%.

Gift SD9 Locomotive

The SD9 locomotive donated to MTM by BNSF has arrived at Jackson Street and will be carefully checked out for possible service. Preliminary indications are that it is in very good condition except for the main generator, which has an unknown problem. Our maintenance people feel that even if the worst case scenario is true and the generator has to be replaced, we can handle the work. Cost of repair will probably be the determining factor in the length of time it will take for us to get the unit operational. The engine is BNSF 6234 and is of Colorado & Southern (a subsidiary of Chicago, Burlington & Quincy) heritage. **Scott Reed** is credited with securing this donation. Without any help, he was able to get though all of the details to get the donation.

Change in the store operation

This season found **Pat Kytola** with some additional responsibilities. Shortly before the start of the season it became evident that the operation of the store in the depot was going to be without a supervisor. Pat promptly agreed to take on the role in addition to her regular duties. Fortunately most of the merchandise had been ordered and had arrived and was stored in various locations. Pat, with very able help from **Barb Durfee**, was able to round it all

up, price it, and sell a large share of it. Sales at the store in the depot and on the train were more that \$25,000 by the end of September.

William O'Brien State Park

Once again this year our trains stopped at the William O'Brien State Park on a pre-arranged schedule to pick up passengers who were taken to Osceola and then returned on the next trip west. This was done on all holiday weekends and at least one more weekend each month during the summer. The holiday weekend trips were actively promoted at the park and the number of people turning out was enough to fill an entire coach each time.

LAKE MINNETONKA DIVISION REPORT

-Ann Merriman

Minnehaha Operations

Minnehaha's operating season was very successful, surpassing last year's ridership substantially. Nearly 700 individuals took advantage of the GEAR Program and our new Wednesday afternoon cruises were consistently at capacity. Near the end of the season, the Wednesday Concert Cruises to Wayzata were filled, with many large groups enjoying the concerts at the J. J. Hill Depot after a trip on the Minnehaha.

Volunteer News

Pilot **Dan Edeen** qualified as a captain this summer and later in the season, **Kerm Stake** returned to the purser ranks after his recuperation from heart surgery.

Donations

Minnehaha friend **Thomas MacLeod** has donated a life ring from his 22 foot Chris Craft motor boat Escape for our collection of artifacts relating to small craft on Lake Minnetonka. The LMD extends thanks to Mr. MacLeod for thinking of the us.

The Northwest Tonka Lions Club has graciously donated a special order 45 star flag to fly on the Minnehaha. Volunteer **Mike Buck** donated a 45 star flag to the LMD three years ago, but this flag was stolen in September 2001. While enjoying a Concert Cruise on the Minnehaha, the Northwest Tonka Lions Club members noticed that Minnehaha flies a 50 star flag. The crew explained the situation about our stolen flag, and Lion **Skip Johnson** facilitated the flag's donation. The LMD offers many thanks

to Skip and the Northwest Tonka Lions for their generosity.

An anonymous member recently donated a 20-foot pontoon boat and motor to the LMD for use as a dive platform for future underwater archaeology projects and as a maintenance vessel for the Minnehaha. This very generous gift greatly enhances the LMD staff's ability to move forward with plans to develop underwater archaeology field schools. Many thanks to Captain **Mike Kramer** for donating free storage of the boat for the LMD.

Big Island Archaeology Project

Begun in early August 2003, the LMD staff and volunteers **Liz Kramer** and **Anne Kramer** are conducting a preliminary archaeological excavation of the roller coaster that was part of the Big Island Amusement Park. Located on the current site of the Big Island Veterans Camp, the Amusement Park opened in 1906 and closed in 1911. A 1912 map of the closed Park shows several of the park's remaining structures. From this map, it is evident that the area under excavation is the location of the Roller Coaster and the Mission-style architecture that surrounded it. Also found during a terrestrial survey are the contours and walls of the Old Mill Ride located next to the Roller Coaster.

Only in its early stages, this small excavation can expand to encompass a large portion of the Park's remains. Further, artifacts from the Veterans Camp already have and will be found in the earth fill that currently covers much of the Park's remains. It is hoped that the excavated areas will produce a comprehensive picture of human activity on Big Island throughout its history, from its prehistoric role as a sacred area for Native Americans to a place of recreation and relaxation for today's veterans. The LMD must thank **Tom Robb** and **Bill Anderson** of the Veterans Camp for their permission to conduct this excavation, and their donation of storage space for our equipment.

Big Island Fundraiser

Once again, with the help and planning of **Franco Lori's** and Crystal Catering, the Lake Minnetonka Division's second annual summer fundraiser "A Picnic on Big Island" was a success. Leaving the Home Dock at 2:00, a beautiful cruise was taken around Big Island and Lighthouse Island before arriving at the Big Island Veterans Camp. Captains **Mike Kramer**

and **Jack Kegel** pulled Minnehaha up to the island with ease. Due to the low water level, the Veterans Camp pontoon was used as a dock extension. Passengers disembarked the steamboat onto the pontoon and from there, onto the dock. Franco and his staff met our guests with his fresh lemonade and gingersnaps for a refreshing snack after the journey. The LMD extends great thanks to volunteer **Beth Kessler** for making the homemade cookies for our passengers.

On the island, the LMD staff conducted a tour of the Big Island Amusement Park ruins and the archaeology project. The group then made their way to the picnic pavilion for a wonderful meal of grilled chicken, cheeses, meats, bread, fruit, and dessert,

all complimented by wine and a variety of beverages. The LMD staff thanks Captains Kramer and Kegel for their time, effort, and financial support. Special thanks are offered to our picnickers: **George and Donna Adams, Bob and Diane Bolles, Mary Butzer, Jim and Suellen Douglas, Bob Johnson, Beth Kessler, Barb Merriman, Stephen Towle and Stevie Gilbert**. The LMD staff acknowledges **Stephen Towle and Stevie Gilbert** for their extra, very generous, monetary donation. Many thanks are also expressed to our donors who thoughtfully sent us donations without attending the event: **Phyllis Burns, Dan Cook, Bob and Lisa Erickson, George and Lillian Martin, Daniel and Deborah McGlynn, and Bob and Ardelle Torkelson**.

Repatriated Artifacts

A major goal of the LMD is to become a regional center for underwater archaeology, maritime history, and archival research. A major step toward this goal was recently made. Earlier this year, a local diver contacted the LMD staff to inform them he had a large collection of objects retrieved from the bottom of Lake Minnetonka, Lake Superior, and a site in Wisconsin. During the last 30 years these artifacts have accumulated inside the diver's house and garage, and on his yard. The diver asked the LMD to take the artifacts since he was ill and, after consulting with the Minnesota State Archaeologist, the LMD staff packed up nearly 200 artifacts.

The LMD staff prepared an inventory of the objects for the State since according to the Abandoned Shipwreck Act of 1987, any item retrieved from an underwater archaeological site is owned by the State. The State determined that all artifacts with definite provenance will be accessioned into their collection. These objects include a seat frame from the streetcar boat Hopkins, a cleat from the streetcar boat Como, and several pieces from the schooner Ely in Lake Superior. The collection also includes over 73 artifacts from a logging site in Wisconsin. These items will be returned there with the cooperation of the Wisconsin State Underwater Archaeologist, a former classmate and colleague of the LMD staff.

The remaining artifacts will be properly stored at LMD until an appropriate conservation lab and exhibit space can be obtained. These artifacts, although without specific provenience, are the beginning of an artifact assemblage centered on Lake Minnetonka's underwater heritage and will be used as a teaching collection. It is hoped that these artifacts, hidden from public view for so long, will assist the LMD in educating children and adults alike in the proper excavation, treatment, and storage of artifacts from underwater archaeological sites. Unfortunately, the diver who accumulated these items recently passed away, but thankfully not before passing on these objects to experienced professionals.

The gates have been installed on streetcar #1239, although the opening linkage is still being fabricated.

Phil Settergren photo.



PCCs ON UNIVERSITY AVENUE

Although we think of the Como-Harriet line's private right of way as most resembling modern light rail, a similar argument can be made for University Avenue in St. Paul. From the state capitol to the Minneapolis city limits, the streetcars ran fast down the middle of a broad street, on track newly laid in 1948 with safety islands for waiting passengers. Add the latest in modern equipment, the PCC cars, and it was the next thing to LRT.



A westbound car stops to pick up passengers opposite the Prom Ballroom west of Lexington Avenue. Despite the windshield reflection, this photo illustrates well the width of University Avenue and the value of safety islands.

Shortly after its delivery in 1946, eastbound car #302 passes the landmark Montgomery Wards store at Griggs Avenue.





Above: University is arrow straight, except for the single curve at Fairview Avenue, shown in the distance behind #325, which is pulling in to Snelling Station.

Below: Between Prior and Cleveland Avenues, University ducked under the two bridges of the Minnesota Transfer Railway. The westerly, shown here, has been removed, but the east bridge, is still in service and sees Amtrak today.





Emerald Street and its wye marked the city limits between Minneapolis and St. Paul.

On May 5, 1952, standard car #1607 burned up, creating this streetcar jam. Note that 17 of the 19 cars in the photo are PCCs. St. Paul Pioneer Press photo.



The Mary / Hiawatha / Scandinavian / Star



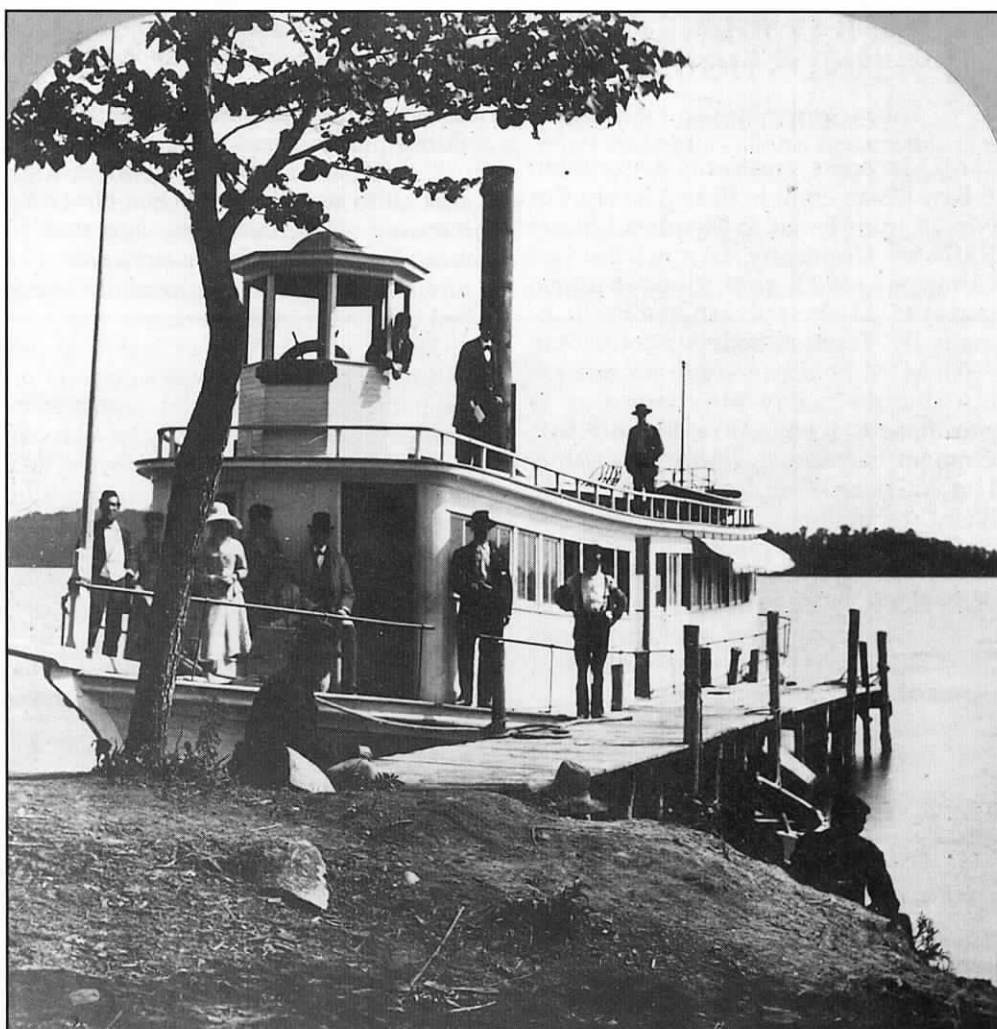
The Mary, a 78-foot screw propelled double decker, was built for Frank Halstead in 1876. Unfortunately, it was equipped with a boiler from the Ames Iron Works, which proved to be fatally flawed. As **Jim Ogland** describes in his book *Picturing Minnetonka*, Ames boilers exploded on three different Lake Minnetonka boats.

The Katie May blew up in 1877, killing three. The May Queen's explosion in 1879 injured several. The Mary made it to July 1, 1880 before its boiler let go at the St. Louis Hotel dock, killing three and injuring seven. The

Mary was rebuilt in 1881 as the Hiawatha. Charles May brought it in 1882 and renamed it Scandinavian. Later that year it was again renamed Star. Ownership passed to Minot Ball in 1885. The boat appears in photos as the Mary and the Star. The Editor so far has found no photos of the Hiawatha and Scandinavian. A number of differences between the two can be seen in the couple of available photos. The Mary's cabin was completely enclosed with a narrow exterior walkway, while the foreward half of the Star was open and the cabin extended to the edge of the

hull. The Mary's upper deck had no roof, while the Star had a narrow canopy amidship from the pilot house aft. The front of the Mary's upper deck is squared, while the Star's is rounded. The pilot houses and stack are somewhat different. Star continued to sail Minnetonka until 1887, when it was moved to Green Bay, Minnesota. That place name doesn't show up in the Del Orme atlas. However, there are two Green Lakes served by rail—one on the Great Northern near Willmar and another on the Northern Pacific at Chisago City.

In a scene that could easily be a companion to this issue's cover, Mary (at right) shares the Excelsior dock with Hattie May. John Fouch photo. All Minnesota Historical Society collection.



The Mary at an unknown dock.

The Star, probably approaching the Excelsior docks.



E-BAY BIRNEY FINDS HOME

-Bill Graham

MTMer spots streetcar body for salon E-Bay. Discovers it is Birney Safety Car No. 28 from Fargo & Moorhead Street Railway Company (American Car Company, 1923, rare piece in these parts.) MTM, short of cash, can't help. E-mails fly. Traction activists contribute \$900. MTM Board agrees to acquire car but members pay all costs. Car is purchased. **Ken Albrecht** and **Bill Graham** inspect car, find it restorable. **Jim Vaitkunas** and others organize hasty rescue party. Albrecht agrees to stash car in his equipment shed in North Mankato. R&R Contracting of Grand Forks, ND, will haul car for around \$500. Motel rooms are booked. Trucks are loaded. MTMers set off night of October 16. Story begins here.

It's a five hour drive from the south Metro to **Mike Peet's** farm, a stone's throw from the North Dakota border and 20 miles south of Moorhead. **Jim Vaitkunas**, **Jim Willmore**, **Ken Albrecht**, **Bill Ahrends** and **Bill Graham** overnighted in Fergus Falls and met **Scott Heiderich**, **Phil Settergren**, **Clar Hoffman** and **Mark Digre** arriving from Minneapolis on Friday morning. It was good to have plenty of help. The job was to prepare the carbody for movement to Ken's farm near Mankato. The group pulled off the false roof and extra fixtures from inside. The window glass was taken out and wrapped for movement and storage.

Birneys had a single-piece wooden sash to hold all the upper window panes along the sides of the car. This had to be removed and disassembled so that the original glass could be saved. Buckets of dirt, bee and mouse nests, woodchips and droppings from what must have been a giant flying lizard were shoveled out and off of the car. The burn pile grew to immense size. The protective false roof had opened up some years back, letting rain, snow, wildlife and lots of black dirt turn areas of the car's roof to rotten pulp.

The car had retained its headlights, bell buttons, one boarding step, one set of folding doors and four bottom seat panels, but all the rest of it will have to be replicated.

Two switch ties each 13 feet long were brought along to support the carbody between cribbings built on either side. This would allow a flatbed truck 39 inches tall to back under the carbody which then would be jacked down on to

the truck bed. As the clean-up of the car proceeded, Jim and Ken supervised the jacking operation. By 4:30 on Friday afternoon, all four tons of No. 28 were sitting perched on the four cribbings a full 42 inches above the ground, high enough to wobble a bit when blown by a strong wind. Bets were laid that 28 would remain safely perched on her timbers through the night until the flat bed truck arrived the next morning.

The truck arrived at 8:15 a.m. on Saturday. By 9:05, 28 was safely set on the flatbed, and by 9:30, the caravan was headed down I-94. Arriving at Ken's in mid-afternoon, the whole process was reversed: building four new cribs, jacking the car a few inches up from the flat bed surface, and easing the big truck out from under the car.

A near disaster happened when the bed of the truck rubbed the forward supporting cross timber, knocking down the two forward cribs and leaving the front of the car resting on rear edge of the truck bed. The culprit was uneven ground under the truck. Somehow the two rear cribs held together, which otherwise would have sent the carbody cascading to the ground.

Willmore and Albrecht calmly rebuilt the cribs so that the Reimer could extricate his flatbed trailer and drive it back to Grand Forks. By 5:15 p.m., 28 was sitting a safe 18 inches off the ground and ready to be rolled into Ken's shed some time the following week.

This little Birney is like those which also ran in Grand Forks, Duluth and St. Cloud. While a number of Birneys have

been restored by other museums around the U.S., Fargo-Moorhead 28 will fill a niche in MTM's collection of single-truck streetcars from small systems in Greater Minnesota.

Discussions are underway about ways to collaborate with other museums to produce replica parts for this and other Birney restoration projects. Both Winona 10 and Fargo 28 will share several kinds of castings and other parts. **Jim Willmore**, **Ken Albrecht** and **Jim Viatkunas** attended the Association of Railway Museums conference in St. Louis and used the opportunity to scout successfully for Birney parts.

Members of Fargo's Clay County Historical Society watched the loading preparations. While they indicated disappointment that 28 would be leaving her home region, they were glad that she has found a secure home. Their Society has several photos of the interior of the Birneys which they offered to share with MTM. In the mean time, Fargo 28 will reside in a secure barn among a grove of handsome oak trees on the bluff above the Minnesota River. When time and funds permit, she will join MTM's other street cars as an historic Minnesota traction exhibit.

Below right: The Northern Pacific once ran locals from St. Paul up the "Duluth Short Line" to Wyoming, then down the east on the branch through Chisago City to Taylors Falls. Here is one such consist, splitting the semaphores just south of the Gloster depot in Maplewood.



Jim Vaitkunas, Jim Willmore, Ken Albrecht and Bill Ahrends with the carbody after unloading for storage in Ken's machine shed. Bill Graham photo.

The Pioneer Railfan Photos of Helmut Kroening

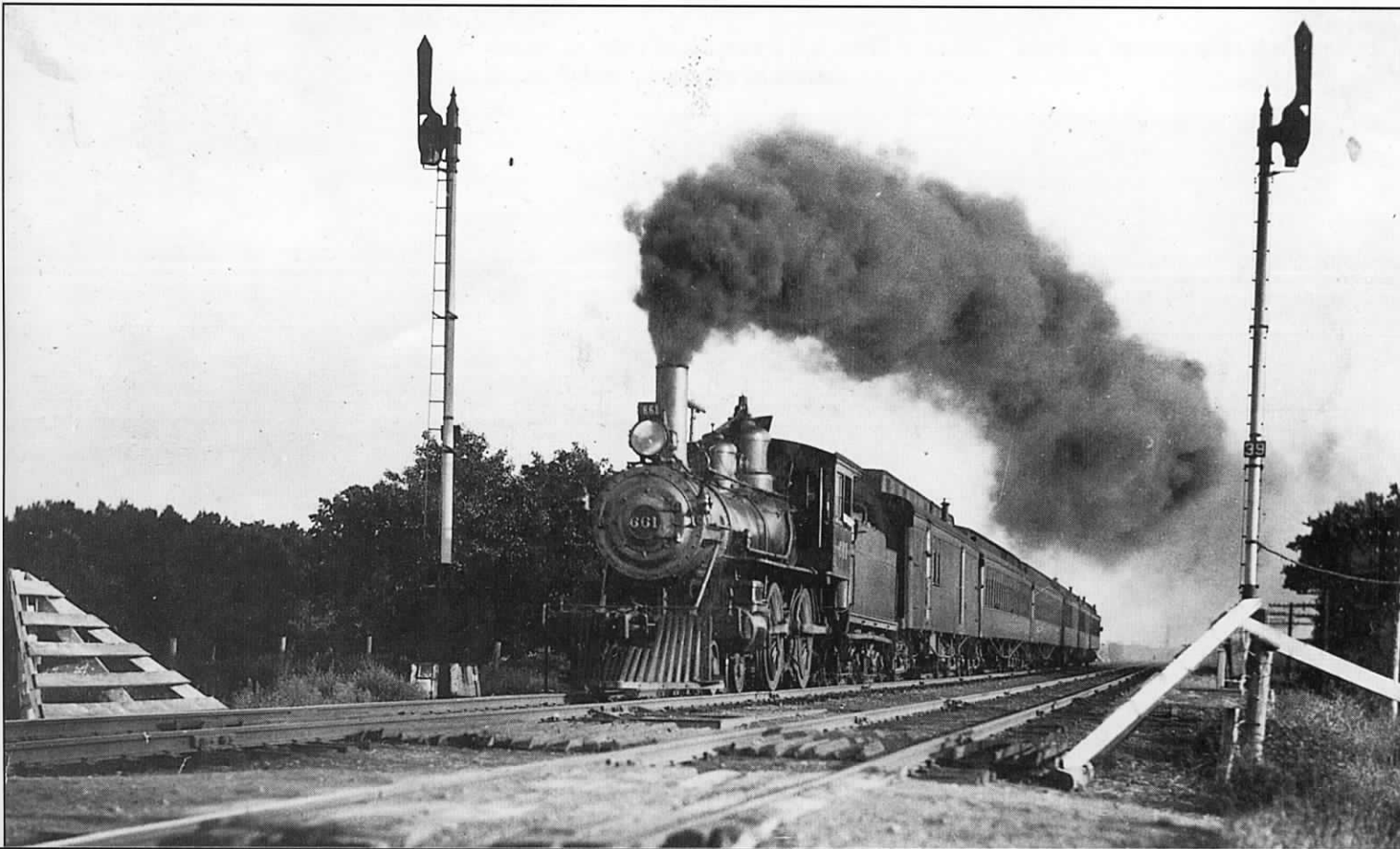
In the collection of the Minnesota Historical Society it is referred to as simply Album 146. Inside is a collection of railroad photos, mostly in and around St. Paul, taken by an early railfan named Helmut Kroening. What makes this album remarkable is when the photos were taken, from 1917 through the 1930s. Anyone who collects rail photos will tell you that this is the missing era. It follows the great 1905-15 postcard craze and it precedes the modern railfan era that began about 1940.

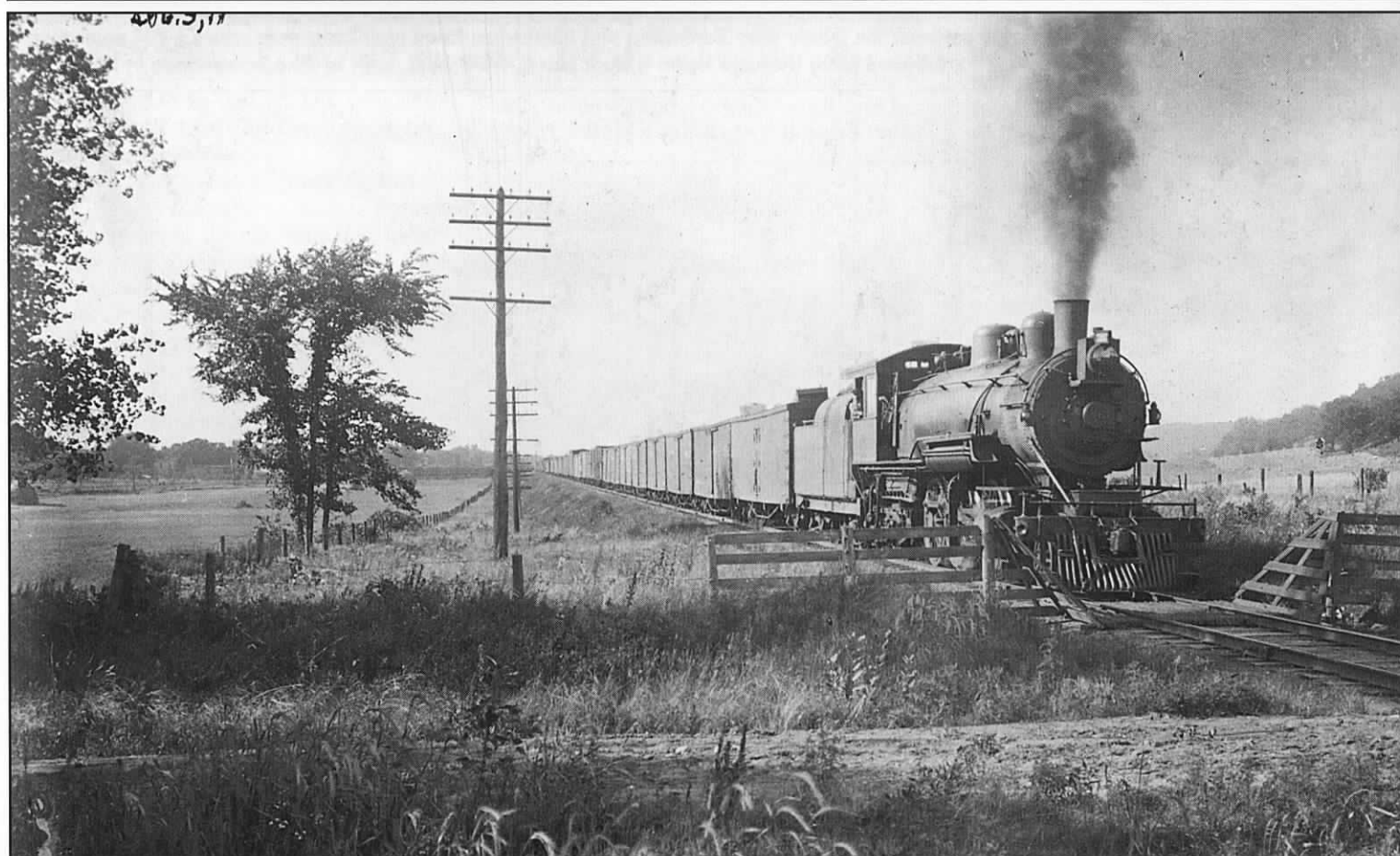
To a large extent, Kroening's photos show us the motive power and rolling stock that did not survive the Great Depression. Mainline varnish was still often wood, hauled by ten wheelers and high wheeled Atlantics, even 4-4-0s.

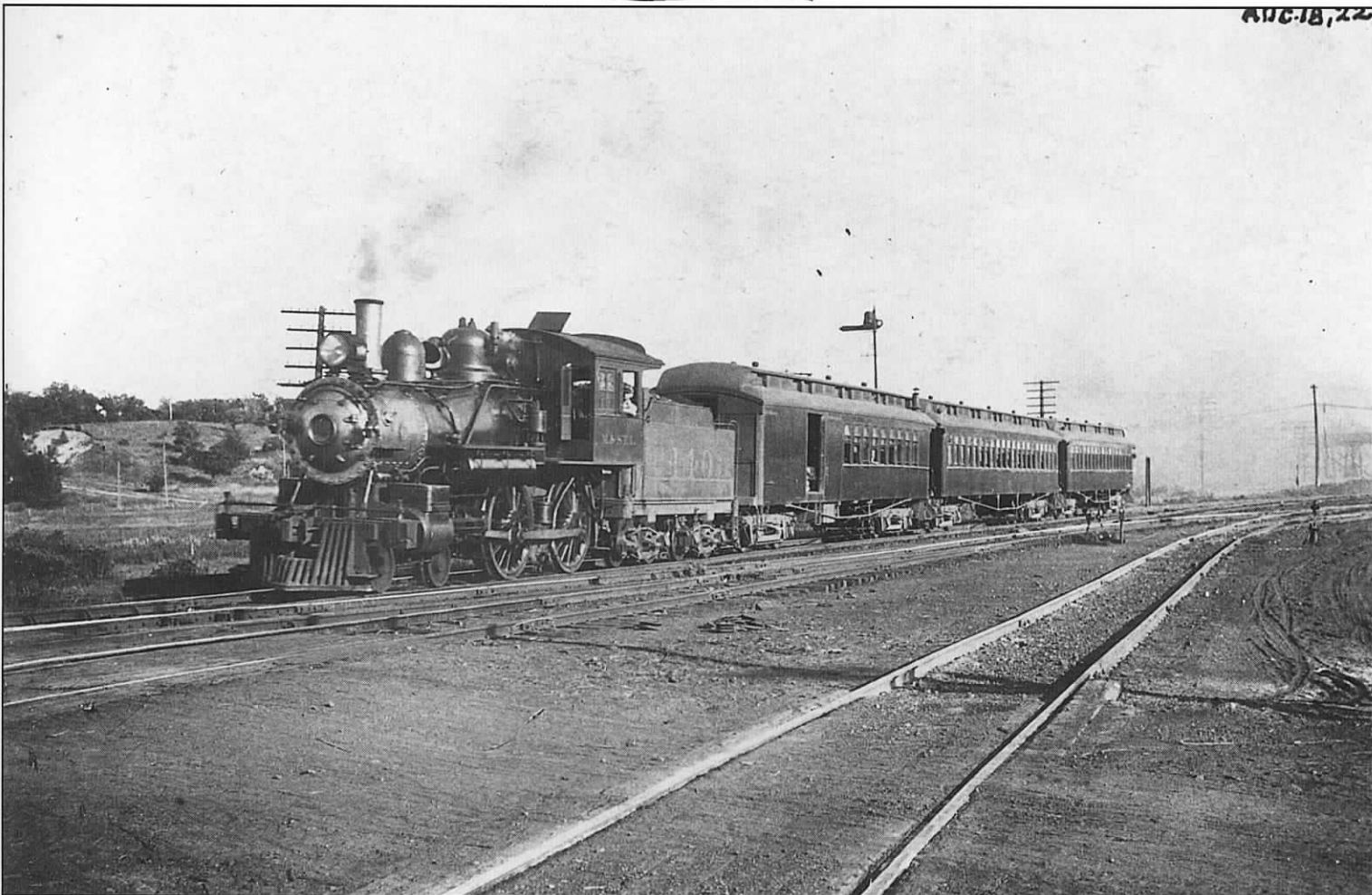
Best of all, the photographer's note accompany the album, so we know where, but not always when, each photo was taken.



Chelsea was a signal tender's shack located between the jointly used Burlington and Milwaukee Road mainlines, near where I-494 now crosses the Mississippi River in Newport. Operating southbound using trackage rights is Rock Island 4-6-2 #851, built by Alco Schenectady in 1905.





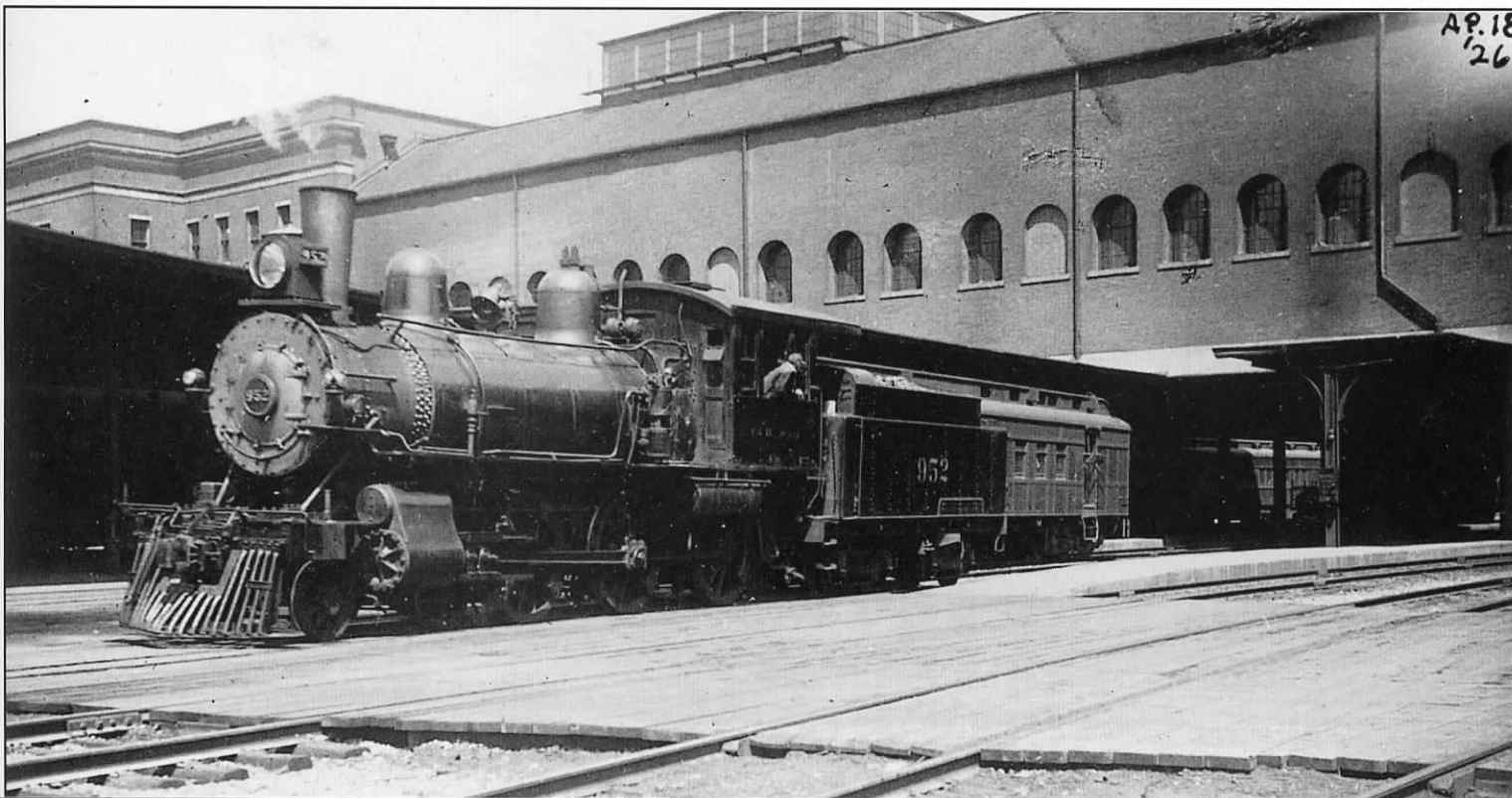


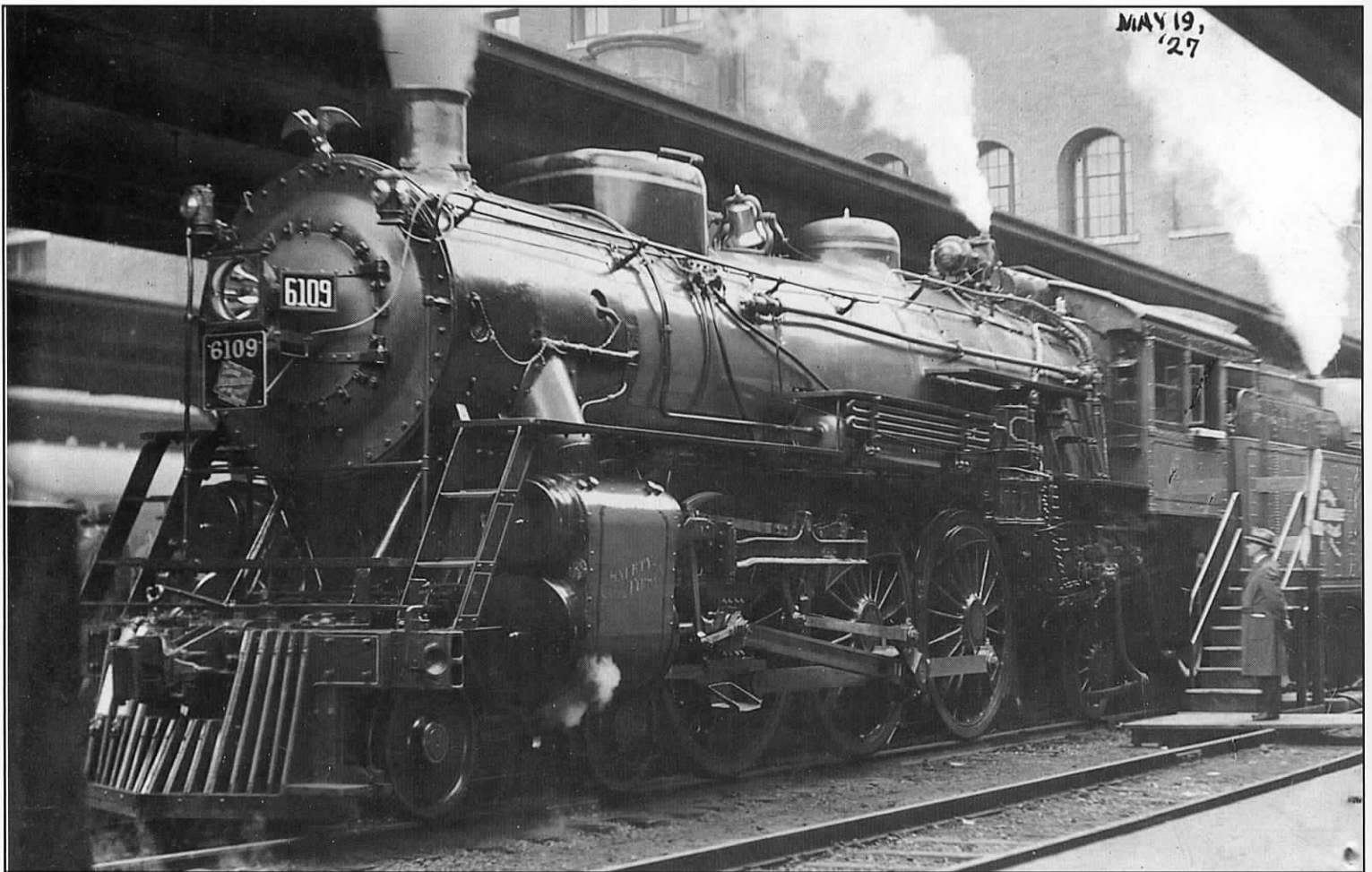
In 1921 high wheeled American Standard 4-4-0s still pulled all-wood day trains over the Omaha's main line to its namesake city. This is Cliff Tower, near the present day Lilydale marina, where the Milwaukee Road split from the Omaha and began to climb the river bluff to Mendota.

Above: M&STL local with 4-4-0 #140 climbs away from St. Paul in 1922 as it nears Trout Brook Junction on the Northern Pacific mainline to Minneapolis.

Left: In 1917, a southbound Burlington freight crosses 4th Avenue in St. Paul Park behind 2-6-2 #2117. Note the oil headlamp.

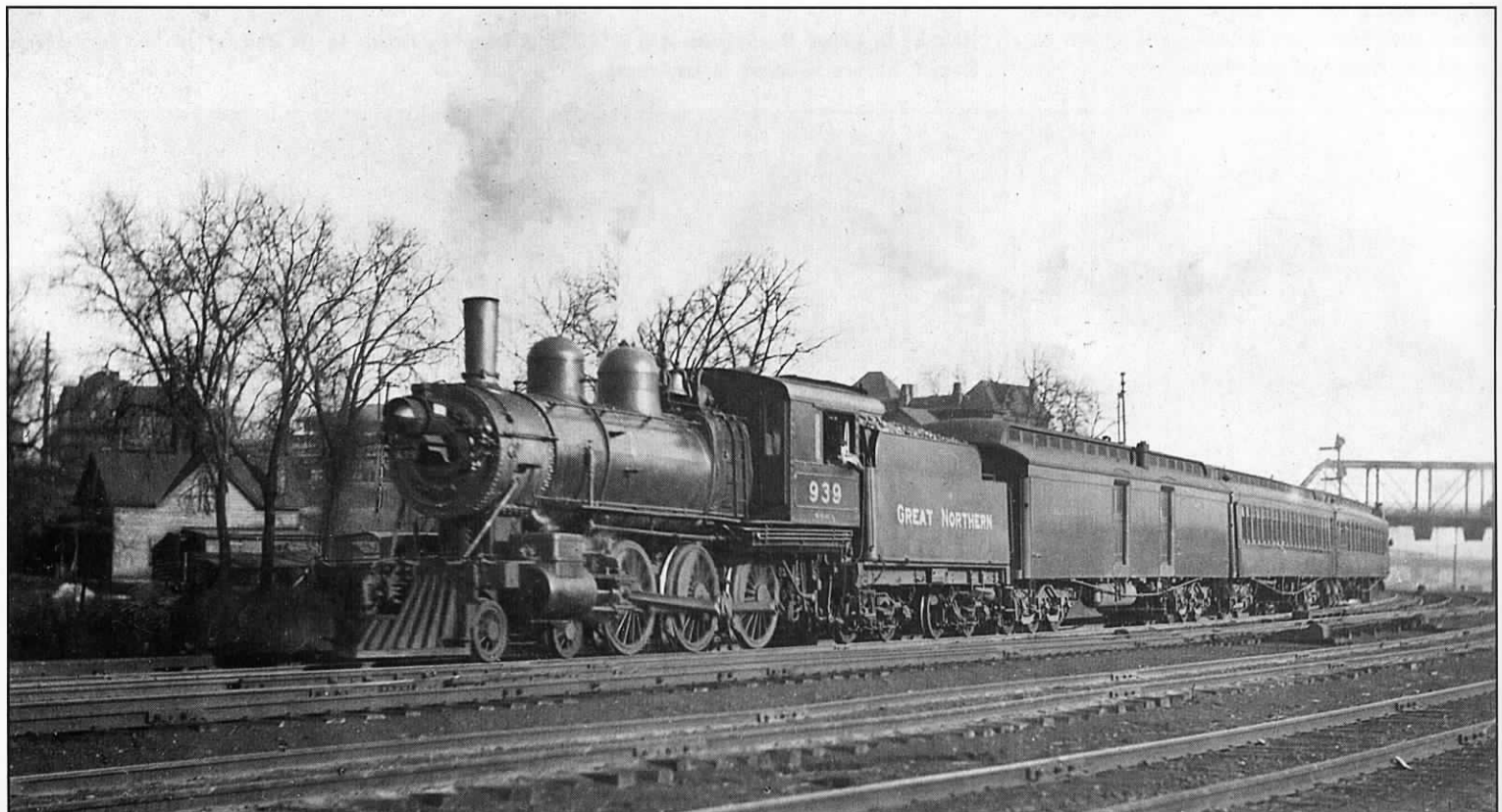
Below: In 1926, Burlington 4-6-0 #952 is backing down to its consist at St. Paul Union Depot, before heading to La Crosse.





Pacific #6109 was painted in orange, maroon, grey and black and placed on display at the St. Paul Union Depot in 1927 to publicize the re-equipped Pioneer Limited.

A Great Northern local with wood consist passes under Lafayette Road on its way up the hill from SPUD to Westminster Junction and on to Minneapolis.





It's 1924 and this Minneapolis-bound Milwaukee Road passenger is passing Highwood, just north of Newport.

The Milwaukee Road's local to Mankato, powered by home built ten wheeler #2313, is passing under Hwy. 55 just east of the Mendota Bridge. The line is now a bike trail.





High wheeled 4-4-2 #369 would survive to be the last Atlantic on the Omaha roster, powering a Minnesota Railfans excursion in 1949. Here it is in 1922, backing down to the St. Paul Union Depot from the East St. Paul roundhouse. It's on the east leg of the Westminster Junction wye, viewed from the long gone Westminster Street overpass.

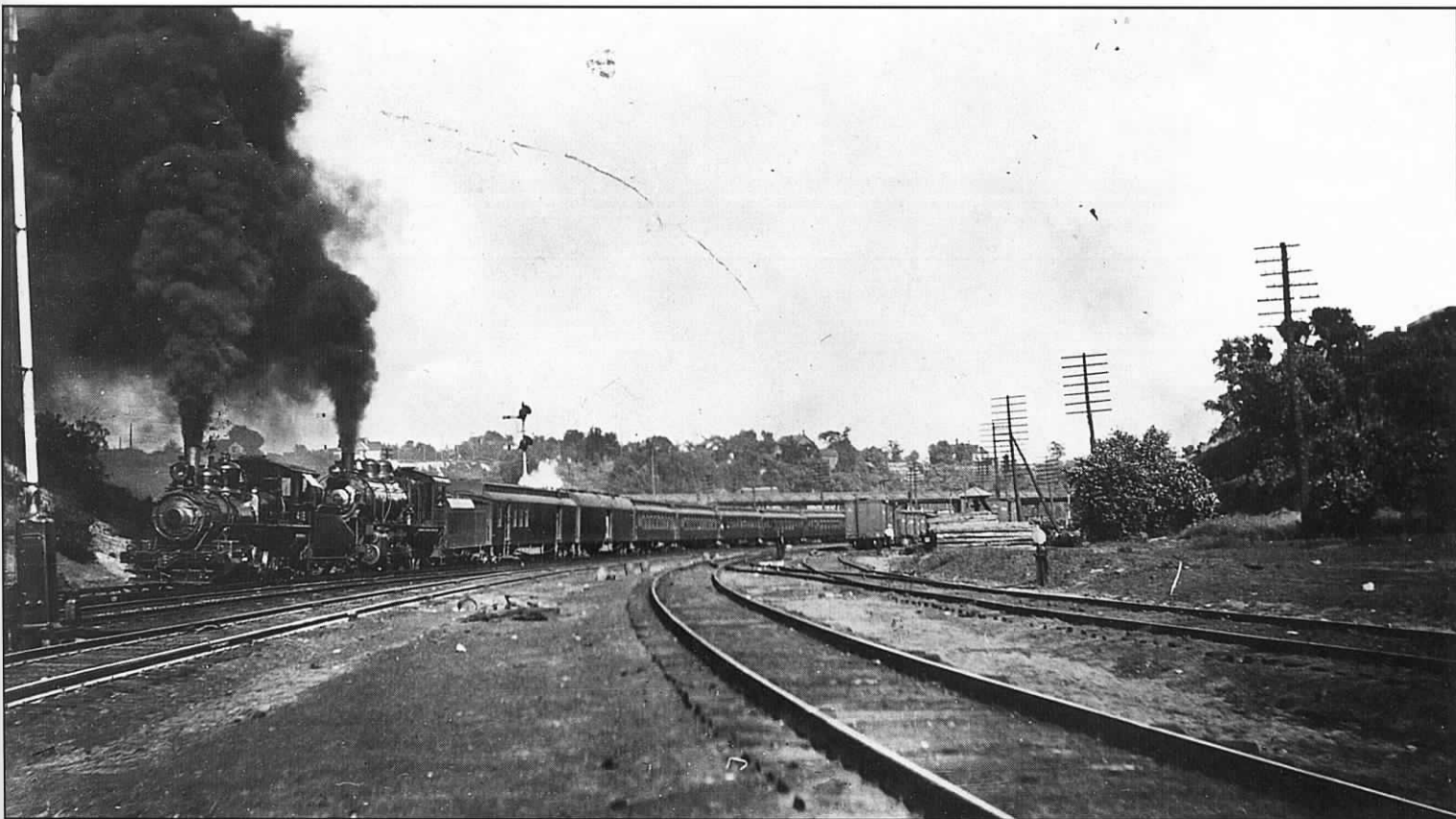
A Chicago Great Western train to Minneapolis approaches Westminster behind 1910 Baldwin 4-6-0 #506.

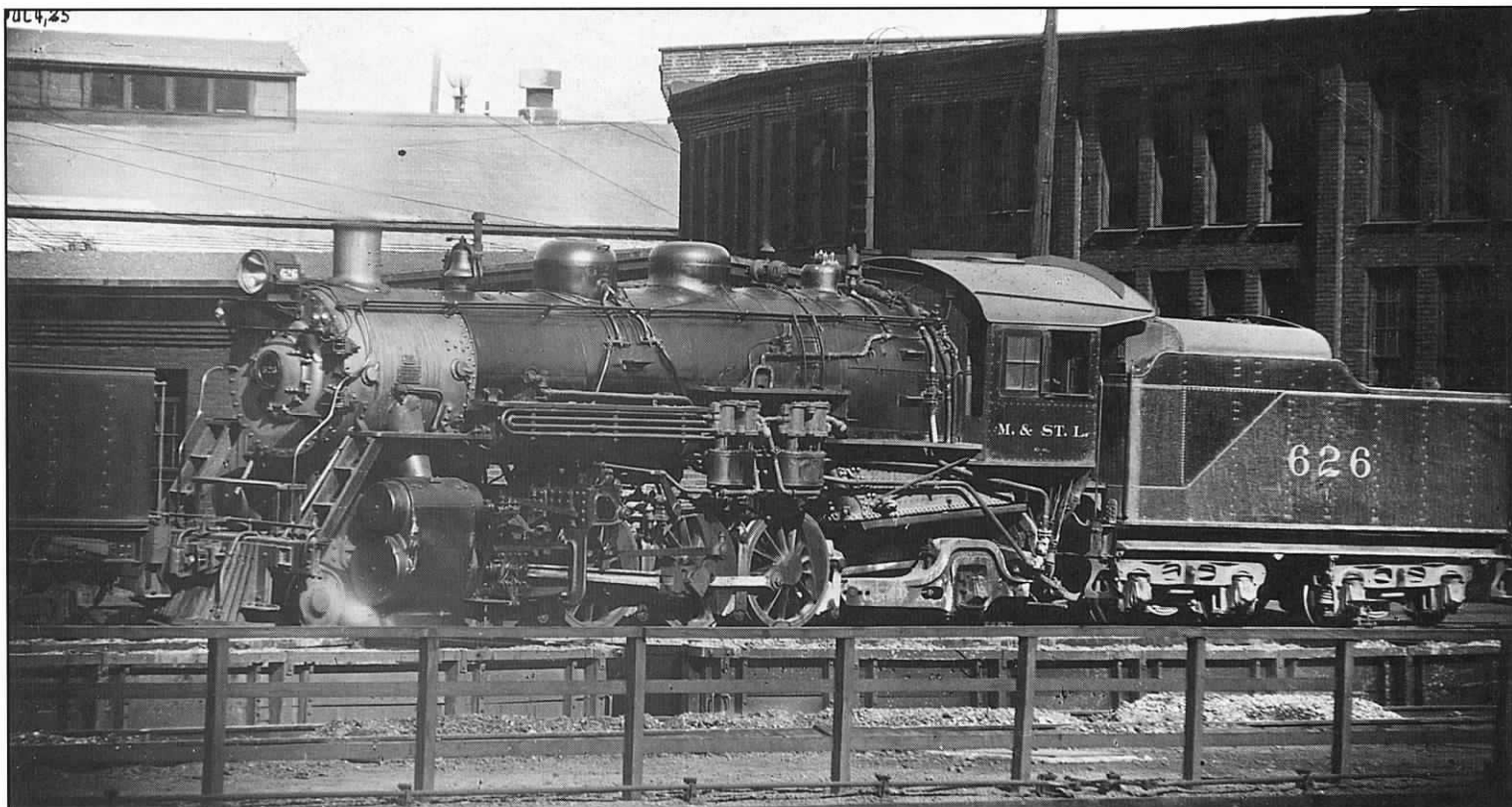




Rock Island Pacific #898 is departing SPUD with a morning southbound train.

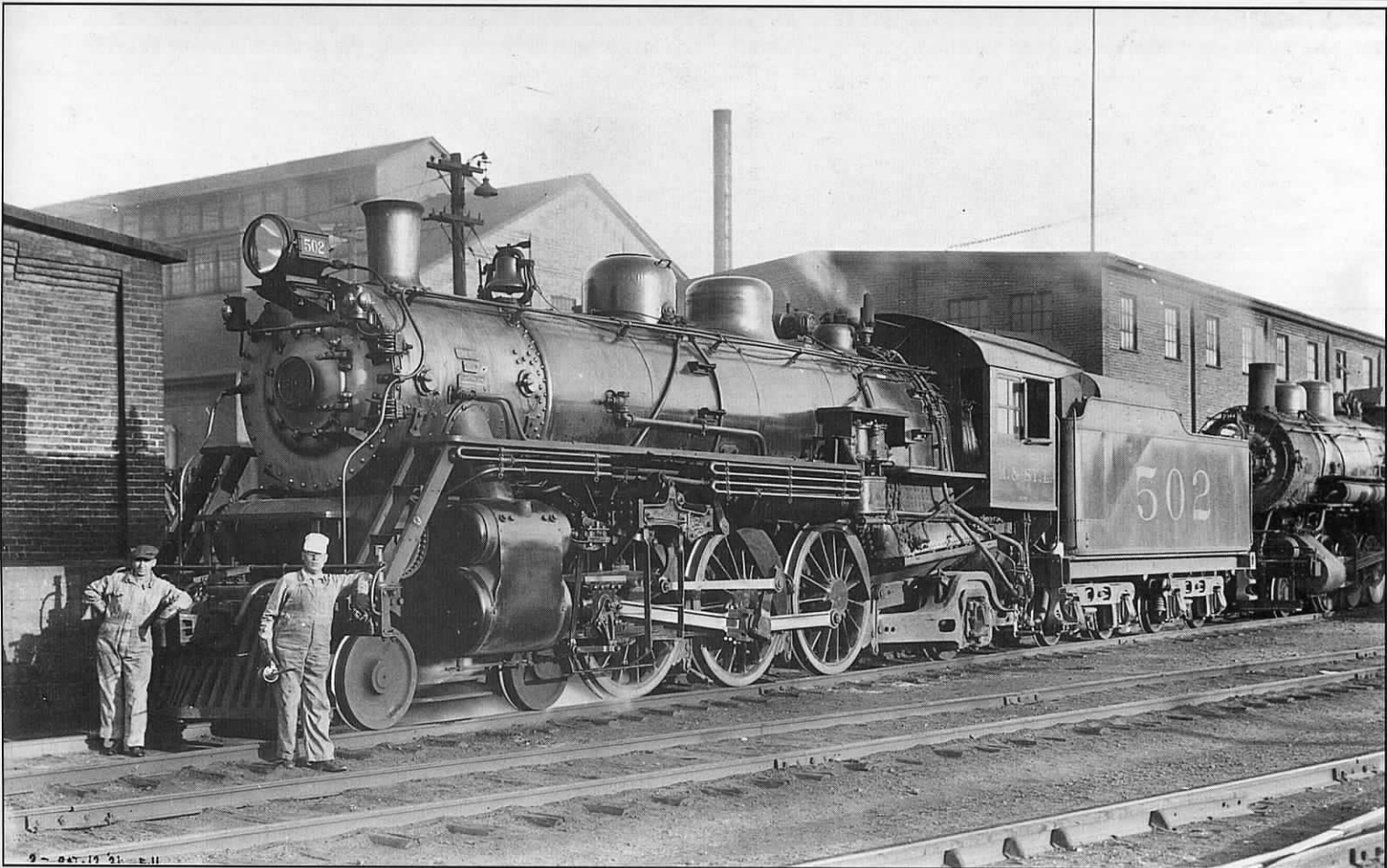
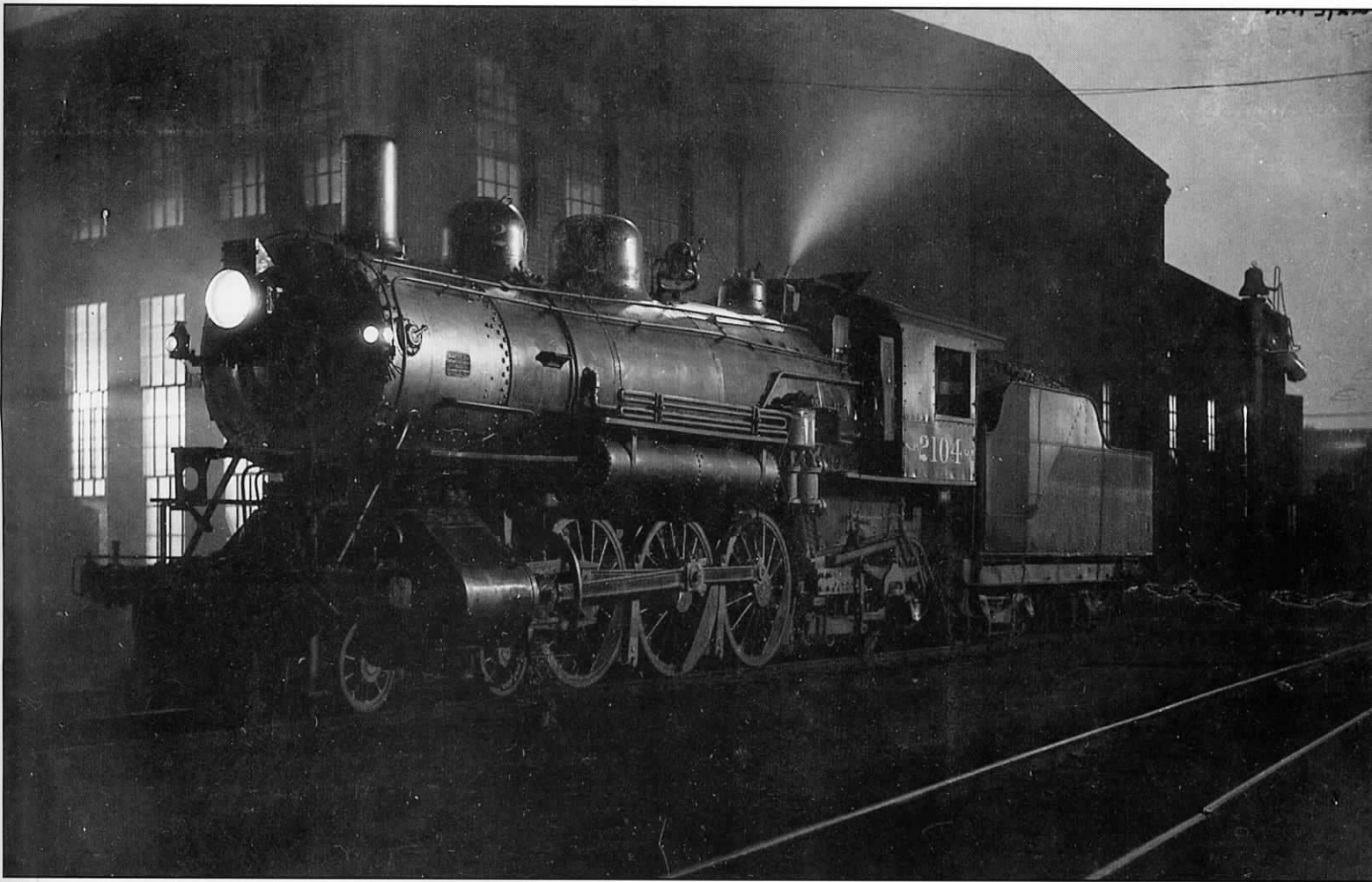
This GN train climbing through Westminster Junction required a helper in the form of an 0-6-0 switcher. Note the Westminster Street viaduct in the background.





Kroening took a number of roster shots of Northern Pacific and Minneapolis & St. Louis locomotives at the NP Mississippi Street shops. Here is a typical sample from the period 1921-28. M&STL 4-6-2 #502 is fresh from the Brooks works in 1921. At the time the M&STL's passenger trains reached St. Paul via the NP. They were later cut back to Minneapolis. That's NP 2-6-2 #2344 in the background. M&STL's only other modern power were 35 2-8-2s, typified by #626. The 1930s would see 4-4-0 #157 scrapped. NP 4-6-2 #2104 simmers outside the shop on a spring evening.







This is a southbound Milwaukee Road viewed from above Point Douglas Road (now Highway 61) near the present location of I-494.



Kroening captured the first of the streamliners in the mid-1930s: Burlington's Twin Zephyr races westbound past the Minnesota Transfer yard at Raymond Avenue. The original Milwaukee Road Hiawatha speeds along Lake Pepin.



This is one of the last shots in the album, taken in 1947. A Burlington 2-8-2 appears to be dragging a transfer run up the hill from the St. Paul Union Depot. The 6th and 7th Street viaducts appear at right.



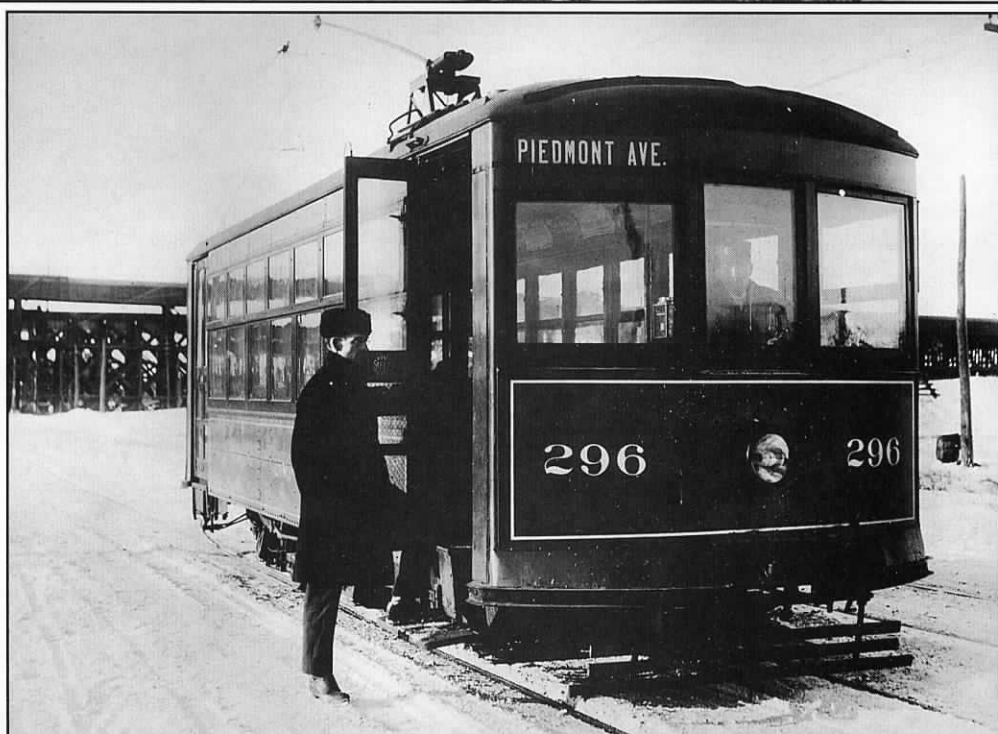


Three Birneys that ran in Minnesota:

Above: An unidentified Fargo-Moorhead Birney in downtown Fargo.

Duluth #296, built American Car Co. in 1919. This was a single end car. Birneys also ran in St. Cloud.

Below: Grand Forks - East Grand Forks #126, built by St. Louis Car Co. in 1920.



Rear cover: This is, believe it or not, a Jefferson airplane. It is doubtful that the 1960s San Francisco psychedelic band of that name was aware that the Jefferson Highway Transportation Company, owner of the bus at left, tried to become an airline in 1928. The site is Wold-Chamberlain Field. Minnesota Historical Society collection.

Today's Hiawatha LRT yard and shops was once the coach yard for the Milwaukee Road. After the South Minneapolis roundhouse was torn down, the railroad's passenger, freight and yard locomotives were serviced there. This view dates from about 1971. Joe Elliott photo, MTM collection.







MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!